

OPS

S E C R E T

IN 29187

TOR: 26/2202Z SEP 68 DES

S E C R E T 261605Z SEP 68 CITE [REDACTED]

25X1A

25X1A IMMEDIATE [REDACTED]

25X1A IDEALIST [REDACTED] SCOPE CROSS

1. THE FOLLOWING INFORMATION REPRESENTS CORRECTIVE ACTION
TO CLEAR DISCREPANCIES ON 058 WHICH CAUSED THE AIR ABORT ON
25 SEP 68.

A. A.C. GENERATOR FAILURE. CAUSED BY DECLUTCHING OF THE
CSD UNIT. NEW CSD UNIT INSTALLED; DURING GROUND RUN A.C. SYSTEM
APPEARS NORMAL. AS THIS WAS THE SECOND INSTANCE OF CSD FAILURE IN
THE PAST FOUR FLIGHTS, THE CSD OIL TEMPERATURE CONTROL VALVE WAS
REPLACED AS A PRECAUTIONARY MEASURE. DRY NITROGEN WAS BLOWN
THROUGH THE CSD RADIATOR TO ASSURE THAT IT WAS NOT BLOCKED.

B. AUTO PILOT INOPERATIVE DUE TO IRRADICT PITCH MOVEMENTS.
SYSTEM WAS THOROUGHLY CHECKED AND A GROUND WIRE FROM THE PITCH
RATE COCKPIT POT TO THE AUTO PILOT COMPUTER WAS DISCOVERED TO BE
LOOSE AT THE COMPUTER PLUG. IT IS ASSUMED THAT BULKHEAD
FLEXING OR IN-FLIGHT VIBRATIONS CAUSED THE INTERMITTANT PITCH
DIFFICULTY; A TEMPORARY GROUNDING FIX WAS ACCOMPLISHED AND THE
SYSTEM CHECKED OUT NORMALLY.

C. TACAN INOPERATIVE. DIFFICULTY WAS DISCOVERED TO

25X1A

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BE IN THE CONTROL HEAD. SYSTEM HAS PREVIOUSLY CHECKOUT OUT NORMALLY
DURING GROUND CHECKS USING THE LOCAL MCCOY TACAN STATION; FAILURE
IN THE AIR WAS PROBABLY DUE TO RECHANNELIZATION PROBLEMS IN
THE CONTROL HEAD WHICH HAS BEEN REPLACED.

2. ASSUMING NO FURTHER PROBLEMS, RETURN MISSION TO 25X1A
WILL BE FLOWN ON 27 SEP 68.

3. PLAN NOW IS TO STANDBY AFTER LAUNCH UNTIL THE ARTICLE IS AT
HALF WAY POINT. THEN LOAD THE C-130 WITH DEPARTURE OF C-130 AND
C-118 ABOUT 1530L.

END OF MSG